# WHEELING IN ENGLAND.

SCENES IN BATTERSTA PARK-NO DE-CLINE IN THE SPORT.

London, June 2 One of the incidents of the Government crisis has been a bleycle ride from Hatfield to Pail When Lord Salisbury received tidings of Lord Rosebery's resignation and his own sumnons to Windsor Castle he was at his stately sidence in Hatfield, about eighteen miles from King's Cross. He desired to open communicaons at once with the leaders and whips of hie arty and to make arrangements for Unionist ought of ordering a special train, but his prisecretary, Mr. Schomberg McDonnell, outed the ider. "I can run in on my wheel," aid the secretary promptly. Slipping on a comfortable wheeling costume, he started from Hat field with Lord Salisbury's instructions and messages, and being an expert rider, he made mething like a record in his journey to Lon-

It was probably the first time that the bicycle was ever brought into use in an English or European political crisis. Possibly it was the invigorating effect of this wheeling spin that imparted a certain brusqueness to his manner when subsequently encountered Mr. Campbell-Banthe street and made the demand for the seals of the War Office, which excited that official's sensitivenese and led to a scene in the House of Lords and an apology from Lord Salis-

This episode serves to illustrate the p jarity of wheeling as an English recreation. There have been rumors in America that there decline in the interest taken in this sport England; that wheeling has ceased to be a shionable as it was a few years ago; that clerks and working people have made it a vulgar pastime; and that people of wealth and fashion have abandoned their wheels. It would be as absurd to assert that wealth and fashion have ceased to go to the Derby and the Ascot racing receives the patronage of the Wheeling is a popular sport which appeals to the open-air instincts of the English It is not declining in any part of the Kingdom. Reduction in the price of and the imitative impulse which induces all classes to engage in a recreation favored by have expanded the interest taken in ment in the patronage of the wealthy and privileged few who originally introduced it. Imitation is the sincerest flattery paid to the English patriand he is not annoyed by it. He is accus med to have his dress, manners, pleasures and ideas copied and borrowed by the many; and he never thinks of resenting imitation or of retreating from his ground because he finds a pack of followers at his heels.

St. James Park is in the centre of aristocratic London, with Buckingham Palace at one end and Marlborough House midway in the Mall. But it is a popular pleasure-ground, frequented by the poor. Morning and afternoon it is tenanted by idlers and beggars, who lie on the grass and sun themselves; and royalty and for whose pleasure it was laid out and make little use of it. Battersea Park was designed to minister to the comfort and pleasure of the poor, but it is one of the favored nts of the rich. It lies on the Surrey side of the Thames, opposite Chelsea, with a broad terwalk facing the river, a picturesque lake vallable for boating, a fine cricket-ground, a lovely sub-tropical garden, excellent drives and beautifully shaded walks. It has a Rotten Row, inceniously planned, without any suspicion on the part of the landscape artists that it would ever compete in any way with the famous drive

But Rotten Row, Battersea Park, is now on of the fashionable resorts of London, and wheeling has imparted to it such prestige as it has The poor and middle-class folk who live all it have not been crowded out of it. It still their favorite pleasure-ground, but their reation is found in watching the endless procession of bicycle riders that passes from the opening of the gates at 5 until they are closed after 9. At all hours of the day the broad avened with humble spectators from tenements and attics, and the town show, with its climpses of wealth and fashion, never ceases to interest them.

It is from 10 to 12 in the morning that there is the greatest movement of carriages and bicycles on a roadway as smooth and as clean as a ballroom floor. The richest dames of the West End drive out with their daughters, crossing either the Chelsea or the Albert bridge; and the elegant equipages stand there for hours while the ladies are having their morning exercise. Costumes are simple and graceful. Knickerbockers, coattails and eccentric dresses are not in favor among the women. Alpacas, lawns and equally serviceable dresses for riding are preferred, and simple white straw hats are ordinarily worn. Among men there is greater variety and eccentricity of riding habits than among the women; and large as is the patronage of fashionable London, it is a democratic scene, with clerks, tradesmen and working-people joining in the circuit and spinning around in a joyous revel of morning ex-

As the hours pass four-in-hands, wagonettes, victorias and landaus increase in number, for this is one of the favorite drives in London. It is one of the characteristic sights of the great metropolis. The roadway is filled with riders, circling up and down at an easy pace, without attempt at racing or speeding. Children are on wheels with their governesses and tutors coaching them; schoolgirls are out in swarms with vigilant teachers to prevent flirtations or indiscretions; handsome young women, with the fine glow of color that comes from health and daily exercise, flash into view and pass out of sight only too quickly; middle-aged dowagers, overweighted with flesh, go lumbering along with cautious moderation; and a cavalcade of men and boys, variously costumed and representing every social condition is constantly in motion. Thousands are riding hour after hour in this glittering revel of wholesome and pleasurable exercise. At noon the throng thins out, but by or 4 in the afternoon the roadway is again filled, and the riding goes on in the long twilight until 9 in the evening.

One day's experience in Battersea Park will suffice to convince the most sceptical observer that there is no decline in the sport of wheeling, at least in London, and moreover that the fashionable classes are not giving up a rational form of healthful exercise merely because the masses have followed their caprice and are deriving as much benefit and pleasure from it as

That is not, however, the only conclusion that is fored upon an American observer. There is a marked difference in the posture and manner of riding between English and American wheelthen. London riders, as a rule, do not bend over their wheels, but are erect in their seats, and the exercise is less violently conducted than in America. The women are especially careful in both respects. They are as straight as arrows and are more intent upon riding gracefully than upon having the excitement of bursts of speed. One may stand for twenty minutes in Battersea Park without seeing a woman bending forward on her bicycle. The men are less ul of their posture than the women, but they are more erect than American riders and take their exercise with less strain and Rapid ridie is impracticable in a thoroughfare like Rotten Row; but on country roads, where there is an excelopportunity for making high speed, it is pted. Moderation is an English chartic. It prevents men from running one r dewn in the streets of London and from habit of deuberation and avoidance of un-

necessary hurrying releases wheeling from the risks of overstrain and exacastion.

The streets of London are too crowded to permit comfortable cycling, but the suburban roads are filled at all hours of the day with wheelmen. English roads are the best in the world. They are never allowed to fall out of repair and are always in perfect condition. They are smooth and hard, and the grades are always easy. Most of them are constantly sprinkled, so that the dust is laid. Wheelmen would be hard to please if they were to find fault with English roads in any respect. Well shaded with fine trees, lined with hedgerows and vine-covered stone walls and always sightly, tidy and well cared for, these roads answer every possible requirement of the most exacting and capricious wheelmen. There cannot be any decline in cycling when the conditions favor its promotion and increasing popularity. Even with markedly inferior reads, wheeling is rapidly becoming the most popular of American sports; but if the English art of road-making were known there everybody would

The sale of bicycles is constantly increasing in all English cities, and that is an unerring indication of the popularity of the sport. The wheels commonly seen are similar to those used in America, but simpler, if anything, in construction, and designed for safe, comfortable riding. Running at moderate speed over roads without hollows or ruts, they are less liable to wear out or to require repairs than the American machines. Wheeling accidents are very rare here. Dangerous high-wheeled bicycles are not in use, and beginners are carefully coached. Once in a while there will be a paragraph in the newspapers about the sudden death of a rider from exhaustion or heart disease, and the moral will be drawn that overexertion must be avoided by invalids and weaklings. On the other hand, there is no reason to doubt that wheeling as it is practised here promotes health and vigor of body and brings daily exercise and open-air life within the reach of thousands of men and women who were formerly without systematic recrea-

ENGLISH PROFESSIONAL CYCLING. The National Cyclists' Union has granted permission for unilcensed riders to make the pace for competitors in the six hours' contest for professionals at Catford. This concession will not restore the popularity of professional cycling contests, which has been impaired by the course of the union in barring out unlicensed riders on account of their trade connections. The attendance at all professional contests has fallen off, and this has been erroneously regarded as a sign that interest in wheeling is de clining in England. The truth is that cycling here is popular, not as a professional sport, but as a recreation for all classes. High speed is not considered so important as graceful and comfortable riding; consequently the tires ordinarily used here are heavier than the American.

The races between petroleum gigs and carriages in France have attracted little attention in England, although a bill was introduced in Parliament for removing the restrictions upon the speed of vehicles not drawn by horses. A vision of petroleum cabs and victorias whirling along the roads at a speed of sixteen or twenty miles an hour does not fascinate the conservative English mind. Exercise rather than fast riding is the object which the ordinary wheelman has in view, and a change of motive force by which the rider would have to work his way as an oilstoker is regarded as a vagary of sensational sport. Wheeling is not popular here as a sport inviting competition at tournaments for fast riding, but as a sensible, rational method of outdoor recreation. As such it commends itself to the judgment of a people who have always loved their rural scenery, roads and parks and been accustomed to live so far as possible in the open air. The petroleum gig will never replace the wheel in England.

FINAL HEATS TO BE RUN AT ASBURY PARK TO-DAY.

THE WHEELMEN SCATTERING TO THEIR HOMES-OTHER RACES FOR THE WEEK ARRANGED

FOR, HOWEVER-COMMENTS

Asbury Park, July 14 (Special).-The National the League of American Wheelmen is a thing of the past and the cyclists are preparing to scatter to their homes. While the crowd was tremendous, large delegations coming in from every direction, it has been remarked that fewer cyclists from New-York and Brooklyn were present than were expected. The racing men from that district also did poorly. Charles Murphy seemed to be getting back to his old form in some of the pre-liminary heats, but he was not equal to the supreme effort, when it came to the finals.

preme effort when it came to the finals.

Among the Class A men, W. G. Douglass, of the
New-York Athletic Club, did the best work, leaving New-York Athletic Club, did the best work, leaving his better-known clubmate, Ray Dawson, in the shade. Douglass rides with rare good judgment, and he showed a burst of speed in the last quarter here which surprised even his close friends. The air of old Asbury agreed with young Douglass. C. M. Ertz, of the Riverside Wheelmen, captured the half and two-third mile open Class A contests in handy fashion. Ertz is a tireless rider and he jumps into heat after heat, and he nearly always finishes near the front. W. A. Brown, of the Riverside Wheelmen, captured the one-mile handi-Riverside Wheelmen, captured the one-mile handi-cap in good shape. Young Armstrong, of the Bouth Brooklyn Wheelmen, finished in splendid form in a preliminary heat, but he made his spurt too late in the final, a bad habit with him. Few of the Class B men have left, for this is what is known as vacation week for the riders, and

most of them will remain here until next Friday night, when they will start for New-York to take part in the races either at Manhattan Beach or at Manhattan Field. Wheelmen here regret the con-flict of dates in New-York, and say that such con-

flicts will do cycle racing no good.

George D. Gideon called his aids together at the Ocean House on Saturday night, and the Racing Board remained in session until a late hour. That the Racing Board at last understands its position is assured, and careless riders, dishonest trainers and race-meet promoters will be handled without gloves. Sanctions must be secured for all Class A, 3 and P races, and a rider who takes part in B and P races, and a rider will be promptly meeting which is not sanctioned will be promptly disqualified. There is some talk of a rival association taking the field, backed financially by certain trotting horsemen, but the L. A. W. and Board of Trade men seem disinclined to talk about any possible rivalry. In fact, they discredit the ru-

If professional racing cannot be made more tractive than the cash-prize races have been down here, nobody need fear any rival to the L. A. W. The professional races here were poor, made up of second-class riders whom good Class B men could make a show of. Such races without the Zimmermans, Wheelers, Sangers, Johnsons, Tylers, Cabannes and Balds as contestants will not be

Manasquan and Long Branch to-day, but the ma-jority of cyclists here preferred a day of rest and quiet after a week of excitement and bustle. At some of the hotels, it was said, visitors were treated as if the summer season at Asbury Park lasted only one week. At one newsstand ten cents was charged for a New-York paper, and the prices of

other things were increased in proportion.

The Race Committee to-day opened entry lists for the following Monday contests: Class A. half-mile, open; prizes—diamond stud, \$5; diamond scarf-pin, \$20; scarfpin, \$10. Mile, open (2:30 class); prizes diamond stud, \$75; diamond stud, \$25; diamond linkbuttons, \$20. Mile, open; prizes—diamond stud, \$75; diamond stud, \$35; diamond scarfpin, \$15. No en-The following riders have qualified for the final

heat for the two mile handicap (Class B), which will be run off to-morrow afternoon: Charles A. Church, Chester (60 yards); L. A. Callahan, Buffalo (130 yards); G. Saunders, Boston (160 yards); A. H. Barnett, Plainfield (180 yards); Willie De Cardy, Chicago (110 yards); B. B. Bird, St. Paul (150 yards); Chicago (110 yards); B. B. Bird, B. Faul (100 yards); E. C. Baid, Buffalo (scratch); E. F. Leonart, Buffalo (120 yards); E. C. Johnson, Cleveland (80 yards); J. Coburn, Syracuse (180 yards); A. D. Kennedy, Chicago (80 yards); C. H. Callahan, Buffalo (120 yards); J. F. Barry, Syracuse (120 yards); F. H. Allen, Byringfield (80 yards); L. C. Johnson, Cleveland (100 yards); L

yards).

The committee in charge of the meet will try to have a race between the winners of the different Class A contests during the week. Several of the riders have gone, but enough are left to make a good race, unless there should be some slip-up in the arrengements. These who have qualitied are

as follows: One-mile novice—C. C. Dirnberger, Buffalo, N. Y.; Donald McKay, Denver, Col. Two-mile handicap—W. G. Douglass, New-York Athletic Club; A. W. Abel, Arlington, N. J. One-half mile, open—C. M. Ertz, Riverside W., New-York City; Tom Butler, Boston, Mass, One-half mile, novice—E. W. Swanborough, Denver, Col.; Alvin B. Wise, Harlem W., New-York City, One-mile handicap—W. A. Brown, Riverside W., New-York City; Louis Hunter, New-Jersey A. C., Bayonne, N. J. One-mile open—C. M. Ertz, Riverside W., New-York City; Louis Hunter, New-Jersey A. C., Bayonne, N. J. One-mile open—C. M. Ertz, Riverside W., New-York City; Louis Hunter, New-Jersey A. C., Bayonne, N. J. One-mile open—C. M. Ertz, Riverside W., New-York City; Louis Hunter, New-Jersey A. C., Bayonne, N. J. One-mile open—C. M. Ertz, Riverside W., New-York City; Louis Hunter, New-Jork City; L

iwo seconds slower than the track at Manhattan Beach.
The pacemakers, however, are demanding such excessive prices for pacing the riders that P. J. Titus will probably abandon the idea of trying to break the one-hour record. The impression that Titus is out of form is denied by the rider. Titus says that he was never in better form in his life, and that the real trouble is that so few long-distance races are being run. "I have never been a sprinter," said he to-night, "and I never claimed to be. My forte is long distances, and I am compelled to start in the short races simply because no distance races are on the programme."

I. D. Cabanne is in bad condition, and as he hobbled about the Ocean House to-day he looked little short of a physical wreck. His arms and legs are swathed in bandages, and the ravages of pain have left black rings about his eyes which detract from the good appearance of this really handsome fellow. It was foothardy for Cabanne to start in the two-mile handicap on Saturday. Wagers were made in the stand that Cabanne would not go a mile. He stopped after going a third.

E. C. Baid was the real hero of the week, and the

in the stand that Cabanne would not go a mile. He stopped after going a third.

E. C. Baild was the real hero of the week, and the clean-cut, rather good-looking fellow is the centre of an admiring group whenever he appears upon the Boardwalk or upon Asbury-ave. He received a handsome floral tribute to-day, the present coming all the way from San Francisco. Bald was generous, and he distributed the flowers among the visiting wheelwomen as long as they lasted. Baid captured the quarter and half mile championships and, with Cabanne on the hospital list for the present, he appears to have it all his own way in the open class B contests. Saturday was the first time that he has started in a handicap this year, and the way he cut down his field makes him the favorlite for the final to-morrow.

The Denver wheelmen, who made such an excellent impression here, started for New-York to-day, where they will stop over for a few hours before they return home. A joiller crowd of wheelmen never attended a National meet. Both the men and women in the party of eighty are pronounced "good fellows."

### IN THE CYCLING WORLD. WHEELMEN OUT IN FORCE-ALMOST EVERYBODY

The fine weather yesterday was appreciated by local wheelmen, and the various club runs were all well attended. The country dirt roads were muddy in the morning, after the storm on Saturday, but the warm sun dried them out nicely, and the run in last night was made in good order. The usual holiday crowds were seen in Central Park, on Riverside Drive and on the Boulevard. The cycle path in Brooklyn was crowded with cyclists

The second chapter of that 400,000 bicycle syndicate story, already referred to at length in these columns, has just come out from the West. The Studebakers, the wagon manufacturers of Fort Wayne, Ind., are said to be the firm ready to make the bicycles. The original prices have been changed, for it is said now that the wheels can be made for \$18 and placed on the market at \$40. Some dealers say that no one firm could turn out 400,000 service able wheels in two years.

me of the factory towns in this State and through the East the proprietors of factories are making provision for their men and women laborers who provision for their men and women laborers who come to work upon their wheels. Racks have been built at several places. The workmen can live in the country and reach their shops in good order, and a spin of five miles in the morning bothers no one in good health.

The management at the Manhattan Beach track has made an effort to secure the races to be run by the Riverside Wheelmen, scheduled to take place at Manhattan Field. A round sum of money has been offered if the races are transferred to Coney Island.

Cyclists desiring to join the League of American Wheelmen may obtain full printed information and blanks by sending name and address to the Cycling Editor, New-York Tribune.

# OARSMEN ON THE HARLEM.

TALK ABOUT THE COMING NATIONAL REGATTA AT SARATOGA.

not have suspected that any of the crack crews of the stream were at Saratoga getting ready for the National Regatta, which is to be held on Wednesday and Thursday. In spite of the absence of oarsmen and officials, the river had a holiday appearance. Of course, a lot of shells and barges were out, but what contributed more than anything else to the old stream's gay aspect was the club pen nants and Stars and Stripes displayed from the mastheads of the triumphant Lone Star and Union Boat Club houses. The flags of the other boat clubs were also displayed, and every excursion boat was gay with bunting, in honor of the victories of the Lone Stars in the junior double gig race, and of the Unions in the junior four gig, at the Long Island Regatta, at Flushing on Saturday. There were special rejoicings over the Union's defeat of the Varuna club, as the time in which this race was rowed, 5:31, was deemed remarkably fast; it was four seconds faster than the time made in the senior four-oared gig race. Captain Cassidy is so well pleased with the work of his junior four-oared gig crew that he has decided to keep them in training for the intermediate and senior four-oared gig races of the Middle States Regatta, to be held on the Harlem River on August 16. This regatta, owing to the active interest shown in it by the owing to the active interest shown in it by the Harlem River oarsmen since the Harlem Regatta Association decided to take hold of it, promises to be one of the biggest ever held on the Harlem River. The oarsmen even believe they will make it such a success that it will be held here annually, rather than on the Passaic or elsewhere.

S. J. Dolan, jr., is bow oar of the Union Boat Club's crack four gig crew, with Maurice Connell No. 2, J. T. Farrelley No. 3, and A. G. Wolff, jr., stroke. John Boyle is the coxswain. Of the other Harlem River crews which competed at Flushing on Saturday, the Atalanta senior four gig rowed on saturday, the Auruna team, and the Dauntless second to the Varuna team, and the Dauntless junior double could not reach the Overpeck Boat Club's representatives at the finish line of their race by a quarter of a boat-length. This Dauntless cew was to have gone to the National Regatta at

Saratoga.

The feature of the boating gossip on the Harlem yesterday was what is going to be done at Sara-toga in the National Regatta. The First Bohemian toga in the National Regatta. The First Bolicators eight, whose principal opponents, if not "conquerors," as they say now on the Hariem, will be the Tritons, left the city in a special car, with their shell, for Saratoga on Saturday morning. Mase and Maher, of the Harlem Rowing Club, who Mase and Maher, of the Harrem Rowing Club, who have been erroneously supposed to be at Saratoga for the last week or so, also started on Saturday morning, and will have a little practice on the lake there before they get the word in the intermediate doubles. It will be remembered, in estimated the started of the started mating the chances of Mase and Maher in the Nationals, that they beat the Nonparell Boat Club's team in the juniors, and were beaten by the rep-resentatives of that club in the intermediates on Memorial Day. The Metropolitan intermediate four-oared shell crew, which has been carefully trained by Ellis Ward, also left the Harlem for Saratoga on Saturday morning. The most gerous competitors of the Metropolitan four, which crew, it will be remembered by rowing experts, won crew, it will be remembered by rowing experts, won in the juniors at the Harlem regatta, will, it is believed on the Harlem, be the Winnipeg team, from Manitoba. It is said that the last work of the First Bohemians on the Harlem showed them strong, fast, in fine condition, and greatly improved even over the form they showed against the New-York Athletics on Memorial Day. It has been rumored on the Harlem—but it is hinted that the reports were simply to influence betting—that both Hawkins and Nagle, of the Harlem Rowing Club, who have been for several weeks in training on Saratoga Lake, are alling. Lovers of rowing will hope to see Hawkins, at least, in good shape when he rows against his last year's conqueror, the St. Louis man, Koenig, in the senior singles this week.

POUNDER BRADLET'S TURTLE CAUGHT.

Asbury Park, N. J., July 14 (Special) .- A week ago ider" James A. Bradley liberated a large sea turtle from the fishing pier, with the promise he would give \$25 to the person capturing it after it had been free twenty-four hours. Ever since that it had been free twenty-four nours. Ever since that date all the pound fishermen on this coast have been on the lookout for the turtle. Yesterday a lucky Seabright man caught it. He started for Astury Park with it in a boat. He arrived at the fishing pier early in the afternoon, hunted up Mr. Bradley, got his 25 and returned home.

pearafice in the same quarter that brought about disaster to the turf in the past. The betting ques-tion is the cloud, and it grows more portentous every day. Veterans look upon it with alarm, as bitter experience in the past has taught them that the evil should be nipped in the bud. Moreover, nobody has any confidence in men who have been active in degrading racing by originating schemes whereby books were made for women bettors. Catchpenny devices and the methods of Bowery fakirs should be vigorously and promptly sup-pressed. If prompt measures are taken by the Jockey may not have to bear the brunt of the misdoings of a mere handful of designing men in the future. There is a determined opposition of the leading layers of odds to the proposed plan to permit men who have no real interests at stake to impose an unlawful tax upon them, simply because they say they have purchased certain privileges of the track-owners. Guttenburg, Gloucester, Maspeth and all the merry-go-round tracks, with the subsequent disasters to racing, were made possible by the machinations of betting-ring agents and the greed for revenue by racetrack keepers. City poolrooms, books for women, electric-light racing and a thousand kindred evils grew from the hesitation of the leading racing men in crushing the evils in their

It is passing strange that Henry Stedeker was se lected as the victim of the argus-eyed conservators of the law at the Brighton Beach track. It was the last day and only two races remained to be decided when he was pounced upon and humiliated by being ejected from the racetrack. Mr. Stedeker makes some startling assertions about the affair that are corroborated by many other men who are familiar with racing affairs. Perhaps Mr. Stedeker did talk too much about the chair tax to suit his ancient business enemies in the racetrack station-Personal quarrels should not be used a etext to eject anybody from the racetrack on technical grounds; besides, the case should have been presented to J. J. Burke, who represented the Jockey Club at Brighton. The end is not yet, as Mr. Stedeker is determined to fight the battle to the bitter end in the courts. LONG-DISTANCE RACING.

Long-distance racing is certainly more satisfac-Long-distance racing is certainly more satisfactory to the public than the sprints. The race between Lovdal and Stephen J. aroused more genuine enthusiasm on Saturday than all of the other races on the card put together. There should be no faces at six furions at Brighton, as the sharp turn gives a quick beginner an undue advantage over the other horses in the race. Moreover, they are dangerous to the jockeys and cause the starter to become morose, taciturn and sour, as a realily good start appears to the average occupant of the grandstand as a little short of mansiaughter, unless the horse he bets upon gets off on the rail. When a field is aligned across the track at the starting post in a six-furiong race at Brighton, the angle makes it appear to the spectators as if the horse on the outside was several lengths behind the horse on the outside was several lengths behind the horse on the outside was several lengths behind the horse on the outside was several lengths behind the horse on the make a note of. The time was extremely fast for Hrighton. Besides, the filly can give several pounds to any of her stable companions and beat them easily in their work.

Paledin has developed into a useful horse that can hold his own in good company. Gutta Percha is at her best, and showed high-class form on Saturday. tory to the public than the sprints. The race be-

IN THE MORRIS STABLE. from the effects of the sore mouth that has a dicted the horses in this neighborhood since early spring. Formal, the crack two-year-old colt of the Morris stable, is coughing, and may not face he flag for several days. J. W. Rogers's stable is in excellent form, and is likely to cause several is in excellent form, and is likely to cause several their chances, look upon the dispersal of the stable as a turf calamity. The dark bine will not wholly disappear will stand for walkovers in some of the managers will stand for walkovers in some of the calamity. The dark bine stable was turf calamity. The dark bine will not wholly disappear from the turf, as David Gideon intends to race, but on a less extensive scale than in the race, but on a less extensive scale than in the race, but on a less extensive scale than in the race, but on a less extensive scale than in the race, but on a less extensive scale than in the race, but on a less extensive scale than in the race, but on a less extensive scale than

appointed both James R. Keene and William Lakeland.
Gold Crest is a good-looking youngster that is improving every day. He is not as stout behind as the best specimens of the equine families from which he is deacended, but may fill out to the desired proportions in his three-year-old form.
Philip J. Dwyer's stable will be shipped to Saratoga, where Handspring will receive a special preparation for his fall engagements.
August Belmont's horses have done well thus far, and are likely to improve wonderfully at Saratoga. The racing outlook grows brighter every day. There has not been a hitch or the slightest trouble since the season began until the objections of the layers of odds to the methods of the lessees of the privileges at Brighton Beach developed last week.

FLEETWOOD'S \$5,000 FREE-FOR-ALL TALK ABOUT THE TROTTERS WHICH MAY BE EX-PECTED TO START-ALIX APPARENTLY AMISS THIS YEAR AND MAY NOT EQUAL HER RECORD-DIRECTUM

ON THE IMPROVING LIST. In view of the fact that the Driving Club of New York has opened a purse of \$5,000 for horses of the free-for-all cir's to be trotted for at the Fleetwood Grand Circuit meeting next month, the perform-ances of the flyers which may be expected to compete in this race are of unusual interest to the fol-lowers of trotting. On the public form of last sca-son's campaign not more than half a dozen trotters in training could be said to have a fighting chance of winning the big prize at Fleetwood. These were Alix, Directum, Fantasy, Azote, Ryland T. and Phoebe Wilkes, with Trevillian, Dan Cupid and Phoebe Wilkes, with Trevillian, Dan Cupid and some others as remote possibilities. Indeed, if the race were to be trotted over one of the recerd-breaking tracks suited to the reaching strides of Alix, most horsemen would look upon the result as a foregone conclusion; for good as the others proved to be last year, not one of them showed ability to make any sort of a contest for the queen of the trotting turf. Directum, in his four-year-old form, gave promise of becoming the "horse of the cen-tury"; his brilliant campaign in 1893, when he defeated everything he met, causing him to be looked upon as invincible, and to be barred from about all the free-for-all contests of last year. But, as everybody knows, when the black horse left the stable of Monroe Salisbury at the close of 1893, he lost his grip on the championship of the turf, and

has never since that time regained it. has hever since that time regained it.

In the hands of the noted trainer, Orrin Hickok, his campaign last year proved
to be a deplorable failure, Alix beating
him to a standstill in comparatively slow
time on a track which gave the stallion a decided
advantage. Hickok was widely criticised for his failure to bring Directum back to his four-year-old form, but many horsemen who saw the condition of the five-year-old when he trotted at Mystic Park thought that the trouble was with the horse in-stead of his trainer. Directum's legs were in bad shape, and his feet were so tender that he shifted to a pace every time Hickok attempted to drive him up to his speed.

CONDITION OF DIRECTUM.

This year Directum is in charge of the well-known trainer, James Dustin, and great well-known trainer, James Dustin, and great stories have come from California ever since the beginning of the year about the wonderful improvement wrought in the son of Director by his new driver; but the recent performance of Directum at Minneapolis in his race against Fan-tasy indicated more thoroughly than ever that he had seen his best days. The first heat in the race was trotted in 2:09, and was won by the tail five-year-old filly from Buffalo, Directum finishing at her shoulder, all out. In the next heat Edward Geers drove Fantasy an easy mile, distance being Geers drove Fantasy an easy mile, distance being waived by mutual consent, while the second-rater, David B., forced Directum out in 2:12%. Then Fantasy moved again and Directum was once more beaten, in 2:09. Geers repeated his laying-up tactics with the daughter of Chimes in the fourth heat, merely jog-Chimes in the fourth heat, merely jog-ging her around the course, away in the rear of Directum, who once more heat David B. in 2:1314. came to the decisive fifth round, Fartary

was just stout enough to trot in 2:11%, and her mile in 2:11% was good enough to win from Di-rectum. The affair was a farce from first to last, and it goes to show that Fantasy, while faster than chain-lightning for six furious or possibly a mile, cannot live out a hard-fought race of three heats. Her exhibition mile in 2:07 at Des Moines a few weeks ago, in which she trotted a half in 1:00%. shows what a wonderful flight of speed she pos-sesses; but the Minneapolis race, in which she had to be rested by laying up after a mile in 2:09, indicates what many horsemen have long believed, viz., that Fantasy is a poor stayer. To judge from this performance, she is no match for any one of half a dozen free-for-all trotters now in training. Dia dozen free-for-all trotters now in training. Di-rectum apparently lacked his old-time speed at Minneapolis, for if he were the Directum of 1893, miles in 2:09 would be play for him. After this race it was said that the horse had gone lame on his dickey front legs, but this report has since been denied, and his exhibition mile in 2:06 at La Crosse on Saturday would seem to indicate that he is coming back to his four-year-old form.

The disappointing performance of Directum and

Fantasy at Minneapolis had the effect of bringing out a bold challenge from Andrew McDowell, the driver of Alix, offering to match her for \$5,000 a side against any trotter in the world for a race of heats, the distance flag to be placed twenty yards from the wire, the latter stipulation being, of course, a direct slap at Fantasy. Alix herself has not quite fulfilled expectations up to this time this season, although her mile at St. Joseph in 2:07% is a good one for the early half of July. Horsemen who saw Alix in her exhibitions at St. Joseph and at Red Oak say, however, that the little mare is sore, and the opinion is abroad in the West that she will not beat her record of 2:03% in 1895. Monroe Salisbury, on whose behalf McDowell's chal-lenge was ro doubt issued, has not been at all anxious to make a race for Alix with Directum until recently, when the black horse was shown to men as a further indication that Alix is not quite at her best. When she trotted in 2:09% at La Crosse last week she was distinctly sore, McDowell being forced to whip her out in order to beat 2:10. If the mare should prove to be amiss, Salisbury has a second string to his bow, which is apparently strong enough to answer in an emergency. Azote, the manimoth son of Whips, that lowered his record from 2:15% to 2:09% in a brilliant campaign last season, seems to be in better form than ever this year, with the prospect of still greater improvement before fall. At La Crosse, Wis., on Friday last, he defeated Fantasy and Phoebe Wilkes in the free-for-all, cutting his record down to 2:07%, and finishing the fast mile in a big jog. His driver said last year that Azote was as fast a horse as Alix, and his opinion is shared by a number of turfmen who saw both trotters at work in California during the winter. Phoebe Wilkes barely escaped being distanced in the fast heat trotted by Azote at La Crosse. She is a mare that usually improves as the season advances, but few horsemen consider her fast enough for Azote. Directum or Alix. At for Trevillian and Ryland T., the former is in the stud, while the lattice we have so have lost his last, year's form, Dandy Jim having heaten him at Grand Rapids a fortinghr ago without having to trot faster than 2:12. The spring campaign this season has thus far developed at least two new free-for-all trotters that would seem to have a look in for the big purse at Fleetwood in August. One of them is the great little horse William Penn, who took a record of 2:115 at Huntington, Long Island, two weeks ago, showing a behomenal turn of speed in the mile. Eastern horsemen are confident that this live-year-old son of Santa Claus can make a redhot race for any trotter now on the turf, Alix, Directum and Azote not barred. The other prospective champion is Klamath, a California horse that trotted some brilliant races against Azote on the coast last winter, forcing him out in 2:6%, on one occasion. Klamath is now campaigning in the Western circuits thr at her best. When she trotted in 2:09% at La Crosse last week she was distinctly sore, McDowell The Grand Circuit campaign, which opens to-day at Saginaw, Mich., continuing on successive weeks at Detroit, Cleveland, Buffalo and Rochester, will no doubt bring to the front other young horses of phenomenal speed, so that the Fleetwood free-for-all should have enough entries to produce a fine race, even though some of the cracks of last year are amiss when the bell rings for the start.

# KINGS AND QUEENS OF THE TURF TO BE SOLD

Every racegoer will regret the dissoution of the well-known and popular firm. The public, who preferred to back the dark blue of Gideon & Daly at odds on rather than the horses

ship will be marked with the same liberality that has been the policy of the stable from the beginning. A luncheon will be served to the guests of the firm before the sale begins. The hour set for the luncheon is 12 o'clock, and the sale will begin at 1 o'clock, when Ramapo, the winner of the Metropolitan and the Suburban handicaps in 1894 and many other races, will be led into the ring. A long list of winners follow, together with some youngsters that have not made their appearance in public. The sale will end with the champion two-year-old, Hastings, who has not yet met defeat. Persons who desire to attend the sale should take the Long Island Railroad. Trains leaving East Thirty-fourth-st, ferry at 11 a. m., 12:10 and 1:10 p. m. (Long Island City ten minutes later), will stop at the track. Boats from foot of Whitehailst, at 10:10, 11:10 a. m., and 12:10 and 1:10 p. m., connect with trains at Bay Ridge, which also stop at the track. at 1 o'clock, when Ramapo, the winner of the

AQUEDUCT ENTRIES FOR TO-DAY. FIRST RACE-Three-quarters of a mile; purse; maidens three years and upward.

SECOND RACE-Five furlongs; two-year-olds; selling. THIR! RACE-Mile and one-eighth; handicap. | Hugh Penny | 122 | Dogget | Aurelian | 108 | Sir Francis | Captain T | 107 | Luiu T | Matt Byrnes | 108 | Charade | Tom Skidmore | 103 | Fluellen | FOURTH RACE-One mile; all ages. Eagle bird 114 Mirage
Florinda 109 Milwaukee
Stonenellie 107 Golden Gate
Deerslayer 104 Hermanita FIFTH RACE-One mile and a half; selling; six hurdles 

## An extra race will be added, closing at noon to-day, ME. FOSTER'S WORK AT SIMONOSERI. Walter Wellman in Chicago Times-Herald.

Walter Wellman in Chicago Times-Herald.

Mr. Foster spoke in a modest, conversational way of the progress of the negotiations, not wishing to appear in print as discussing his own work. When the Japanese peace envoy proposed that for Japan they submit one article of the treaty, and that this was to be first taken up and disposed of, when another article would be taken up, Mr. Foster advised the Viceroy not to submit to such methods. He declared that the whole treaty must be submitted together, for only with all the proposals before them was it possible to arrive at a conclusion as to how much was wanted and whether or not it could be granted. "If in the first article they demand territory," said Mr. Foster, "and you grant that, in the second they demand a great indemnity. You may be willing to submit to one and not to the other, or you may wish to have both modified; but you should know what they both are before you take up the consideration of either." Li Hung Chang yielded to this advice, and it was well for China that he did so. The Viceroy, though a great statesman in treatment of internal affairs of China, had never had any experience or dealing with foreign nations. He therefore leaned heavily upon his diplomatic adviser. It was Mr. Foster who took the draft of the treaty presented by the Japanese Commission and revised it in the interests of China, virtually drafting a new treaty. Every day Li Hung Chang would go to the peace conference, travelling in great state, armed with arguments which his American adviser had prepared for him, and which had been translated from English to Chinese. In conference Li was majestic. Though the Japanese envoys presented a bold front, and pretended, like the true diplomatist they are, that they did not care a straw whether peace was secured or not, the American lawyer and diplomatist knew better. At various stages of the negotiations, when Li Hung Chang was willing to yield, convinced that the Japanese would make no more concessions, Mr. Foster law of the first great conc secured if Mr. Foster had not been there, but a large part of it was won by means of the figures which Li was able to present to the conference, showing conclusively that the war had not cost Japan nearly as much money as she claimed it had. Of course, this information was furnished by Mr. Foster, and perhaps the Japanese did not know that it was obtained by the American diplomatias from their own reports and newspaper publications. "There is good reason to expect permanent peace between China and Japan," said Mr. Foster. "Left to themselves those nations will get along without

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DEFENDER BEATS VIGILANT.

Continued from First Page.

12:47 the Vigilant was fully four lengths astern

12:47 the Vigilant was fully four lengths asters, when the helm was put to port and she went off on the port tack. The movement was to escape getting the back wind of the Defender and work out of it. It was quickly detected, however, by Mr. Iselin, who spoke to Captain Haff. The crew of the Defender were instantly on their feet and at the ropes, and the helm was put hard a-port. Here quickness in stays was tested, the Defender going about in fifteen seconds and quicker than the Vigilant. Not only did the Defender show that she could outpoint the Vigilant, but she also outfooted her. The breeze had grown lighter and the sea hardly showed a ritpple—conditions under which the Vigilant has heretofore shown her capacity for beating any yacht in America, and the best that England could provide. And yet the Vigilant now has a bigger mainsail and other improvements over last year and the year before.

At 1:08 a great black and threatening cloud appeared at the south, and the Vigilant wore ship to take in her club-topsail. The Defender came up to the wind and took in her baby jibtopsail and club-topsail. At 1:25 both yachts were becaimed, the wind dying out, and the Vigilant was taken in tow. Five minutes later the wind came out from the southwest. E. D. Morgan, one of the syndicate owning the Defender, passed in his steam yacht Shearwater, and the crew of the Defender assembled on the quarter-deck and gave three rousing cheers for the success of the new yacht. The Vigilant kept on in tow on her way to New-London to join the cruise of the combined Larchmont and Atlantic Yacht clubs. Mr. Willard certainly had the opportunity to see what the Defender could do in her present condition, and concluded that she could outsail his beat now, and could do even better when she receives her new suit of calls. better when she receives her new suit of calls. CARRYING THE NEWS TO MR. CLEVELAND.

The Defender continued sailing about on different points, and was closely watched iam K. Vanderbilt from the deck of the Valiant. From the most careful calculations she showed that she could make fifteen miles an hour to windward. Mr. Benedict and his yach eft the fleet and headed toward Buzzard's Bay, to carry the news to President Cleveland that the foreign policy of yacht-building would probably be shown to be much weaker then probably be shown to be much weaker that that of the Americans, when the Valkyrie III meets the Defender. The Defender kept on tack and tack until she rounded Point Judith, and then run in close to the Vigilant, rounded to, and practically challenged her to another tussle, but the latter kept off, as if to say. "I don't like you any more."

The Defender will probably have no more trial runs until she sails in the races for the actual selection. A little additional work will be done on her, and she she will go to New-Rochelle Harbor.

SAILED AROUND THE VIGILANT

The Defender returned to Newport about 6 o'clock and anchored outside Goat Island, Mr. Iselin, when seen later on the Colonia, expressed himself as satisfied with the performance of the boat in the trial. He had no doubt that the Defender would make a still better showing with more wind. His programme is to go sailing tomorrow morning, go to Bristol for finishing touches in the afternoon, return here on Wednesday, and start that evening in low for New-Roday, and start that evening in tow for New-Ro-chelle. The boat will be ready for Saturday's race. With the Defender's return to the harbor came more information about the meeting beyond Point Judith. In a freshening southerly breeze, with both boats close-hauled, the Defender reached through the Vigilant's lee, worked across her bow and tacked well ahead of her, thus practically sailing around her. Captain Haff said that it took just seventeen minutes to do this from a couple of lengths astern.

EX-SECRETARY FOSTER ON LI HUNG CHANG, From an interview in The Chicago Times-Herald,

From an interview in The Chicago Times-Herald.

"Having been close to Li Hung Chang for several months, I am able to say that he is one of the greatest men that ever lived. President Grant made no mistake in the high estimate which he put upon Li's ability and character. He is a stateman who would make his mark in any country in the world through the force of his intellect. There are many able men in China, and all their high officials are men of great learning and most polished manners. Of all those high in rank, Li Hung Chang is the most liberal and progressive, not vithstanding the fact that he had never been outside his own country before he went to Japan to negotiate a treaty of peace. Even Li is necessarily restricted to some extent by the peculiar views maintained in his country, by the isolation which has existed through all the ages. We had a rather touching example of this at Simoneseki. Li did not want to leave the ship which had carried us thither. Whether he had a superstitious fear of the assault which so nearly cost him his life after he did land, or whether he was reluctant to set foot upon the shores of a foreign nation, I do not know, but he was reluctant to leave the steamer. When he was wounded by the young Japanese, Li bore himself like a hero. I held his hand while the surgeons were probing for the ball, and, though in great pain, he bore the ordeal with fortitude. The bullet was never found, and is still in the Viceroy's face, though it gives him no trouble. The day after the murderous attack the brave old man noticed some blood stains on a robe which he had worn, and when some one said to him that this blood had been shed for his country, his eyes filled with tears, and he said with much emotion: T would give my life also if that would avail anything. Still more pathetic was the humiliation felt by the noble Viceroy after he was hurt. He could display personal courage of the highest order, but he could not rid himself disgraced because he had been wounded the himself disgraced because he

AN AGED CALIFORNIAN'S VIGOR. From The Los Angeles Times.

Moses Perin, aged eighty-nine, challenges any ene
to run a mile race at the Coronado racetrack in San Diego County, for \$2,000, providing his antagonist is over eighty and underone hundred and ten years of age. He offers to
run against any wheelman, if the latter will make
eight laps to his one. Mr. Perin is a man of remarkable bodily vigor. He says that he has not
touched liquor for seventy-five years and never had
a pipe, cigar or tobacco in his mouth. "The secret
of long life in my case." says Mr. Perin, "has been
active work." From The Los Angeles Times.

GOOD VALUES IN CARPETS Spotted at First Glance AT COWPERTHWAIT'S. 104 West 14th St.